User Manual

1099-01-1105 - VERSION B

TATOU® UTV 4S Track System

Original notice

Other languages translation available at www.camoplast.com

camoplast

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IMPORTANT

Please read carefully each part of this document as well as model specific Installation Guidelines prior to assembling, installing and using the track system.

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INTRODUCTION

Thank you for choosing **Tatou® UTV 4S**, a Camoplast UTV Track System, (hereinafter referred to as the "System"). You have made the right choice. This system will provide you with all the traction, performance and durability you require for recreational or work purposes and allows for year-round operation. This track system for **utility vehicle**, side-by-side (hereinafter referred to as the "UTV") provides exceptional floatation with very low ground pressure. Its strong lightweight steel frame, its internal sprockets, adapted to the vehicle's capacity, and its track, specifically designed for UTV, make it the best system on the market.

USING THE UTV WITH TRACKS

The driver must remain vigilant and cautious at all times. Powder snow and mud can hide dangerous obstacles.

⚠ The driving characteristics of your UTV will change with the installation of the System. It is important to take the time to become familliar with the Systems.

⚠ Before each ride make sure that all the wheels and moving parts of the system are free and that they are not frozen or stuck on to the frame.

⚠ It is the driver's responsibility to verify that the air intake of the vehicle is well adapted to weather conditions and is not blocked by snow accumulation.

⚠ When travelling in groups, people driving behind vehicles equipped with a track system should by warned, as the tracks can propel dangerous objects. Be especially cautious on "rocky" trails.

⚠ Adapt your driving style to surrounding conditions (weather, traffic, etc.) and to your driving abilities.

⚠ An UTV equipped with the System must never be used for the following activities: races, rallies, jumps, stunts, acrobatics or any other extreme applications.

⚠ Allow for a greater braking distance and periodically apply the brakes while driving to prevent ice buildup on brake components.

⚠ Always follow the UTV manufacturer's safety rules and regulations regarding, for exemple passengers transportation, maximum loads, ect.

⚠ It is the driver’s responsibility to follow the recommended schedules maintenance further described in this manual.

HINTS AND TIPS

Before leaving for an excursion, make sure you have the following within arms reach : 12 mm, 14mm, 16 mm, 17 mm, 19mm and 30 mm wrenches, one axe, one shovel, one tow cable, a lifting jack and one adjustable wrench.

Generally, the slower you go, the better the traction will be.

For riding or excursions in unknown, or remote terrain, make sure you have a cellular phone or satellite phone, a first aid kit and spare parts in your possession.

When driving off trails, always be cautious to the presence of hidden obstacles.

When driving in deep snow, do not intentionally spin the track (tracks keep on turning while the vehicule does not).This could cause the vehicle to get stuck.

GENERAL INFORMATION

All figures, information or photos presented in this document are up to date at the time of publication. However, they may change without notice.

Read and follow indications of the UTV user manual and installation guidelines carefully. Their contents remains applicable after installating of the System.

This document should be read by every person who drives the UTV equipped with the System.

This document is an integral part of the System. Pass it along to any new System owner.

Consult legal authorities where you drive your UTV equipped with the System before usage to ensure that you respect all applicable laws and regulations.

UTV track systems are designed to reduce ground pressure and increase vehicle traction. However, during normal operating conditions, vehicle speed will be reduced, compared to a wheeled vehicle.

SAFETY

This guide uses the following symbols to emphasize particular information :

⚠ WARNING

Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION: Indicates a potentially hazardous situation which, if not avoided, may result in damage to vehicle components.

NOTE: Indicates supplementary information.

USER NOTICE AND DISCLAIMER

The **Tatou® UTV 4S** System was initially designed to be used in winter conditions and was then adapted to be used in fall and spring conditions.

This document holds important information regarding driving an UTV equipped with the **Tatou® UTV 4S** System by Camoplast. It is mandatory that every user takes the time to carefully read, understand and then consult this reference manual and user guide as well as the UTV owner's manual as needed. When purchasing either a new or used track System, the user must obtain all documentation related to the System, including manuals and guides related to the UTV on which the System is installed. If need be, contact the Camoplast products dealer nearest to you to obtain any additional information. You may also consult the Camoplast Web site at www.camoplast.com and call our technical support line at 1 866-533-0008 or by email at atvtracksystems@camoplast.com.

Camoplast believes that there are certain risks related to the installation and use of the System. Our experience shows that the System is safe. However, the user must be aware of the risks related with driving an UTV with the particularities of this type of System. The UTV driver must, at all times, respect all applicable laws and regulations, the indications of the System manufacturer and the indications from the vehicle manufacturer fixed by law, namely when age restrictions exist and UTV base equipment is required (headlights, flashers and brake lights, rearview mirror, etc.). The user must always wear adequate safety equipment, such as a helmet, safety glasses (or visor), protective clothing, boots and gloves. It is understood that driving while impaired or intoxicated presents a danger for the UTV user and others and is against the law.

The System consists of many moving parts, including transmission wheels. If an object lodges itself or becomes jammed into the System and blocks the track, it is mandatory to stop the engine and the vehicle and apply the security brake before removing object said. By avoiding to do so, the user exposes himself to sudden movement of the UTV or to breakage of a part or component coming from the System, which could cause severe injuries. It is also very important to wear full length clothing and always avoid hanging or stringy accessories.

Driving an UTV equipped with such a System requires particular precautions and a knowledge of proper driving techniques of such vehicles. An evaluation by the user of the conditions and terrain (state of the ground, grade of hill, density of snow, etc.) is equally essential. An UTV equipped with a System cannot compete and/or be used to perform stunts, acrobatics or other exploits, as these could result in loss of control or severe injuries.

Insufficient knowledge of an UTV during down hill riding, climbs and crossing of obstacles and turns can result in tipping or roll over, and can cause severe injuries.

Carrying a passenger, a load or attaching a tow can cause the UTV to be less stable, and affect driveability. Unless otherwise prescribed by law and by the UTV manufacturer, you must not carry a passenger, loads or tow any objects.

The installation of a System:

- Increases ground clearance.
- Changes the center of gravity.
- Increases the UTV width and weight.
- Reduces ground pressure.

These parameters will effectively change driving characteristics of an UTV equipped with the System.

Consequentially, it is highly recommended that the user adapts his driving style in function of the new characteristics mentioned above. The driver must always use caution when he crosses obstacles, circulates through narrow paths, meets vehicles coming in the opposing direction, etc.

As it was designed, the System will considerably reduce the UTV top speed and can falsify the speedometer. Generally, the System transmission wheel diameter is less than that of the tire. Therefore, the vehicle speed will be less than that actually displayed. Whether the UTV is equipped or not with the System, users must always adapt the speed to actual driving conditions. Users must never exceed speed limits or drive faster than their

capacities allow. Excessive speed remains one of the main causes of severe accidents on UTV.

Camoplast is proud to offer UTV conversion kits within its wide range of products. UTV Track Systems are not only reliable, but safe. However, there are risks inherent to driving an UTV equipped with the System. It is therefore very important that any driver familiarizes himself with proper driving techniques of an UTV equipped with a System, and that he adapts his driving to his level of experience and continually evaluates operating conditions and terrain to safely and efficiently make the best of these Camoplast UTV track systems.

DANGEROUS SITUATIONS

When using a vehicle equipped with track systems, it is important to respect the following safety recommendations. It is strongly recommended that the safety guidelines provided below are followed to prevent any accidents and serious malfunctions that could affect the occupants, the vehicle or the track systems from occurring.

Special recommandations:

- Never exceed vehicle cargo and tow capacity specified by your vehicle manufacturer on any type of terrain.
- In loaded / working mode (100 kg and over) reduce significantly your speed and be extra careful on rough terrain.
- Reduce your speed at all times, a track system installed on your vehicle does'nt have the same absorbtion capacity as manufacturer's tires.
- Always operate in 4x4 mode, this significantly reduces possibility of derailling in any conditions.

Jumping

⚠ WARNING

It is strictly forbidden to jump with vehicles equipped with track systems. These systems were not designed to carry out this type of operation.

Steep descents

⚠ WARNING

It is not advisable to change direction during steep descents. This can lead to a serious malfunction of the UTV's steering system and track systems. During a steep descent, it is advisable to keep the handlebar in a forward direction and to begin turning when the UTV is on flat ground, thus to avoid subjecting the components of the vehicle and the system to any high stress.

Descending and being stuck in reverse

⚠ WARNING

If the rear track systems get stuck in the snow, avoid moving or towing the vehicle in reverse to ease it from its position , as this could lead to a malfunction of the systems. If possible, move it in the forward direction to free it from the snow. It is advisable to remove the snow from the top of the rear track systems and to compact it using your feet, behind the systems to dislodge the track. Shovelling remains the best alternative in this situation.

Towing a vehicle out of the snow

⚠ WARNING

If your vehicle must be towed out of the snow, never tow it in the direction in which it sank. Tow the vehicle in the direction of the trail it left as it became stuck.

Driving over an obstacle

Driving over a steep ridge

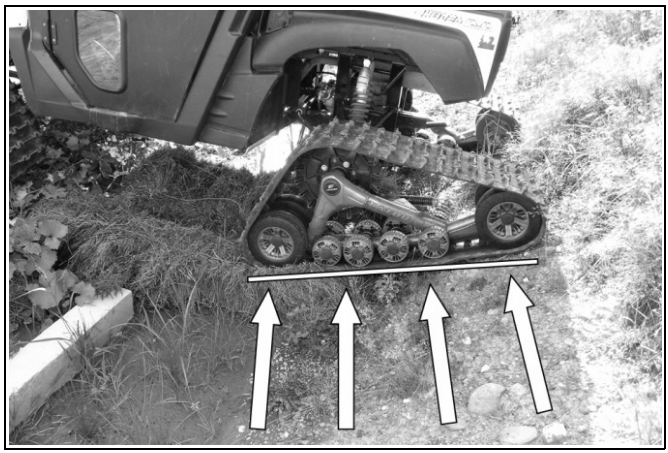
⚠ WARNING

It is not advisable to attempt to drive over an obstacle, such a tree trunk, a big rock or a steep ridge that could lodge itself between the front and the rear track systems and immobilize the vehicle. The best option remains to bypass this type of obstacle.

Exceeding the anti-rotation stroke on rough terrain

⚠ WARNING

Never exceed anti-rotation stroke of the front and rear track systems, system or vehicle faillure may occur. It is recommended to drive on a surface on which the track system is always fully supported.



Sharp turns in locked 4x4 mode

⚠ WARNING

Never do sharp turns in locked diffential 4x4 mode on a sticky terrain without lubrification. The track system is designed to slip into the drive system, keeping the vehicle from being overloaded.

NOTE: Somes vehicles don't have unlocked 4x4 mode on the rear differential, for those vehicles avoid the current situation, take wider turns instead.

NOTE: Non-compliance with usage recommendations can lead to a warranty claim refusal.

INSTALLATION, REMOVAL AND RE-INSTALLATION

⚠ WARNING

Never place body parts under the vehicle unless it is securely placed on appropriate stands. Severe injuries could occur if the vehicle collapses or moves. Do not use a lifting device as a secure stand.

Always follow good shop practices. The place where you will be working must be security, clean, bright and well ventilated. If you are to use a floor jack, never use it as a stand. Always use appropriate stands. To avoid vehicle movement during operations, place blocks behind wheels that remain in contact with the ground. These recommendations also apply when removing parts.

⚠ WARNING

Before beginning the installation, ensure you that the vehicle is immobilized and that the engine is stopped.

⚠ WARNING

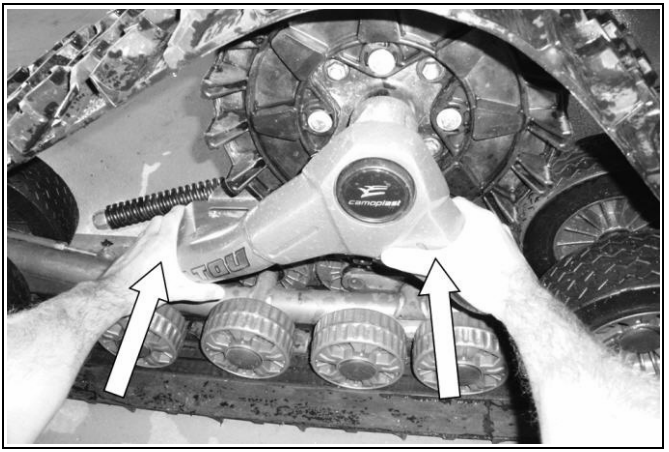
To avoid any possibilities of burn, leave time at the engine and the exhaust to cool before beginning the installation of the system.

Read this manual before proceeding with the installation work. Read Installation Guidelines included with the System for installation instructions dedicated to your UTV model.

When the system is removed and when the wheels are reinstalled on vehicle, make sure that you reinstall all the components of origin (wheels, guards, etc.) such as they were in the initial condition on the vehicle.

⚠ WARNING

To avoid any injury to your hands during the manipulation of the systems, we recommend you to manipulate the systems at places indicated in following figure (near to hub and near to the anchoring of the anti-pivot).



Installation

Execute all tasks described in Installation Guidelines of the vehicle model. Then, proceed to adjust the angle of attack, alignment and track tension as described in this manual. Test drive and re-adjust as required.

Removal

CAUTION: Leaving anchor brackets attached to suspension arms or anti-rotation bars attached to the skid plate when the UTV rides on wheels he can result from it grave damages in the vehicle. Never leave components other than the skid plate and foot rest reinforcement parts.

Using a lifting device, raise the UTV and install appropriate stands. Ensure that the vehicle is immobilized and safe to work on.

At the front:

- Remove the anti-rotation bracket cover but keep the anchor bracket attached to the anti-rotation device on the track system.

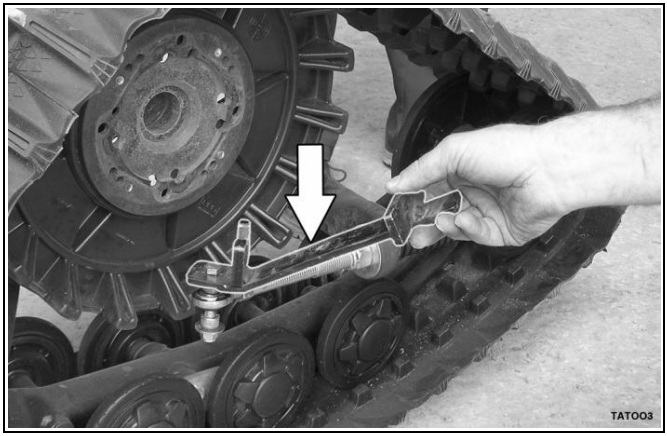


Figure 1

Leave anchor bracket attached to the stabilizing rod.

- Remove track systems.
- Re-install wheels.

At the rear on an independent suspension:

- Same procedure as the front.

At the rear on a rigid axle suspension:

- Disconnect the anti-rotation bar from the skid plate under the vehicle.

  NOTE: Leave the skid plate in place.
- Remove track systems.
- Re-install wheels.

Re-installation

Always clean wheel hubs on the UTV before installing wheels or track systems.

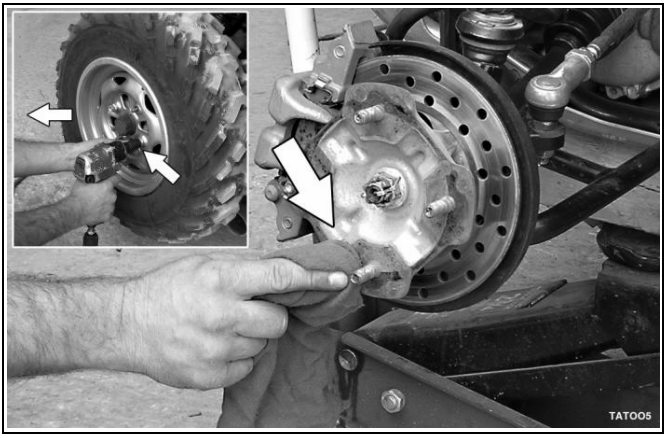


Figure 2
Clean wheel hubs.

- Re-install track systems at the rear and secure stabilizing rod to anchor bracket for rigid axle.
- Re-install track systems at the front.
- Tighten the fasteners in an alternate crosswise pattern to the torque recommended by the manufacturer.
- Verify track tension. Adjust if required.
- Verify angle of attack. Adjust if required.
- Verify alignment. Adjust if required.

ADJUSTMENTS

Angle of attack for front tracks systems

NOTE: Before adjusting your kit, make sure the vehicle is on a hard and flat surface like concrete. No lifting device should be installed.

To obtain the correct angle of attack on front tracks systems, perform the following :

- Loosen the nut (1) compressing the spring of the stabilizing rod (refer to Figure 3).

Figure 3

- Orient the steering wheel and the track systems straight forward.
- Temporarily apply pressure to the front of the track to make sure that it stays flat on the ground.
- Install a flat bar on rear wheels of the track systems and measure the height as shown on Figure 4.

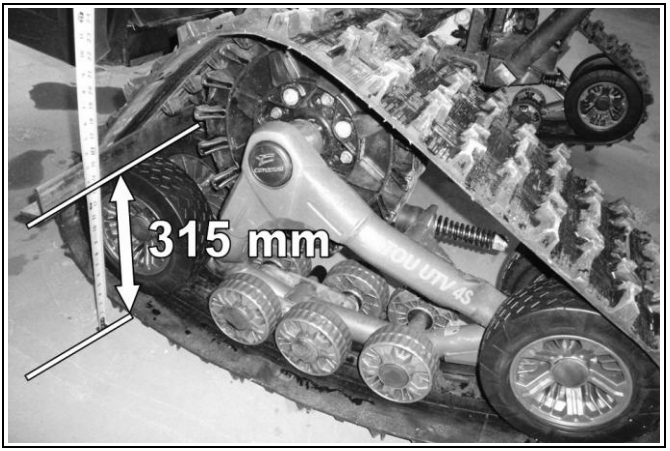


Figure 4

- Set the nut (2) shown on Figure 5 until the flat bar reaches 315 ± 5 mm above the ground. For right hand side, rotating the wrench towards A makes the system rotate towards C while rotating the wrench towards B makes the system rotate towards D (reverse for left hand side).

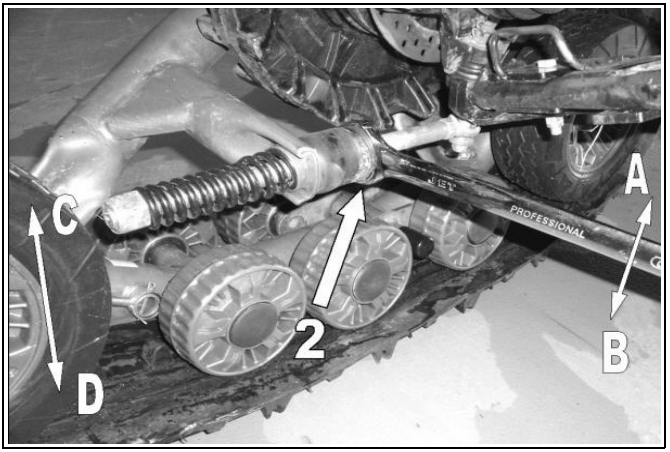


Figure 5

- Turn the nut (1) until it comes in contact with the spring, then compress the spring by turning this nut 1.5 turns (refer to Figure 6).

Figure 6

NOTE: In certain rare cases, where the adjustment of the nut (article 1 on Figure 6) compressing the spring, is close to the end of the threaded rod, lengthen the assembly by loosening the locknut (article 3 on Figure 7) and unscrewing the rod end so that a maximum 19 mm of its threads are visible. Make sure that the locknut is well tightened after the installation.

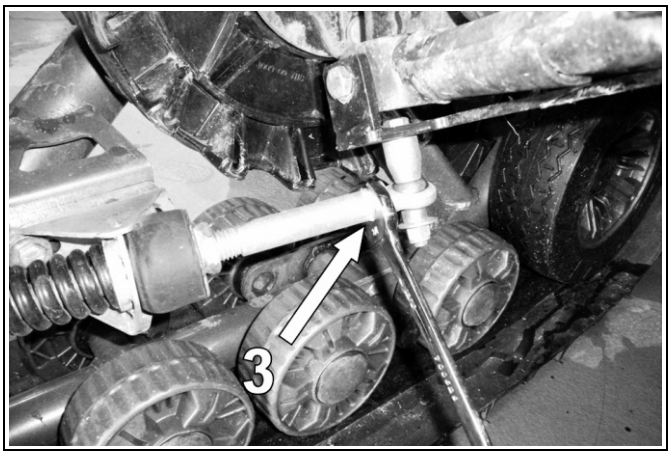


Figure 7

Basic Tuning (front track systems):

- An adjustment of more than 315 mm measured with the flat bar, gives easier steering with wobbling effect at high speed.
- An adjustment of less than 315 mm measured with the flat bar, gives harder steering and more stability at high speed.
- More spring preload (compression) : not recommended.
- Less spring preload (compression): gives better articulation when riding on deep and powder snow. It will not affect the steering effort.

Angle of attack for rear track systems

To obtain the correct angle of attack on rear tracks systems, perform the following :

Vehicles with rigid axle or trailing arm suspension

- Loosen the nut (1) compressing the spring of the stabilizing rod (see Figure 8).
- Set the nut (2) to obtain a distance of 15-20 mm as shown.
- Turn the nut (1) until it comes in contact with the spring, then compress the spring by turning this nut 1.5 turns.

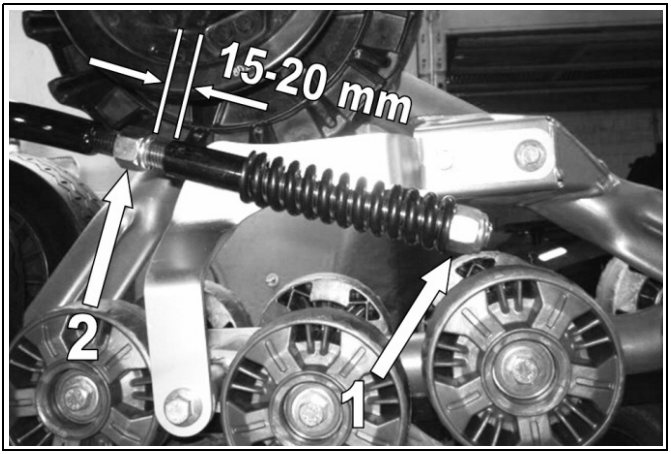


Figure 8

Vehicles with independent suspension

- Loosen the nut (1) compressing the spring of the stabilizing rod (refer to Figure 9).
- Turn the nut (2) until it comes in contact with both rubber damper and bracket (3). Then, compress the rubber damper by turning the nut (2) one turn.
- Turn the nut (1) until it comes in contact with the spring. Then compress the spring by turning this nut 4 turns.

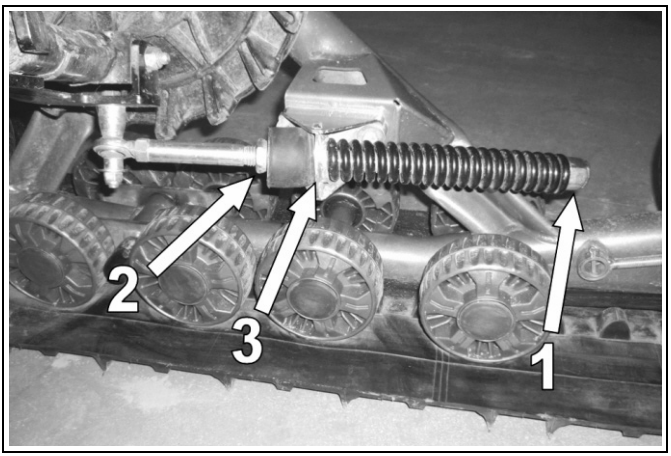


Figure 9

NOTE: In some rare cases where the adjustment of the nut (1) compressing the spring is near the end of the threaded rod, extend the rod by unlocking the jam nut (item 3 on Figure 10) and unscrew the rod to obtain 19 mm max. of visible threads. Re-tighten the jam nut.

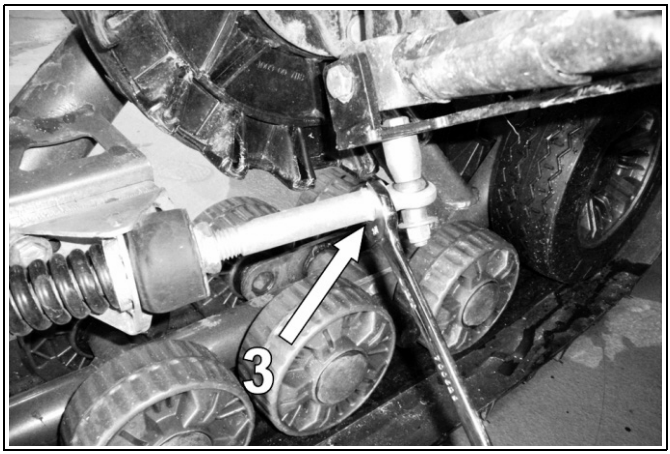


Figure 10

Basic tuning (rear track systems):

- More gap at the rubber bushing gives better obstacle climb and flotation capacity on powder snow while moving **forward**.
- Compressing the rubber bushing gives better obstacle climb and flotation capacity while moving in **reverse** in deep and powder snow application.
- More spring preload (compression) gives better obstacle climb and flotation capacity while moving **forward**.
- Less spring preload (compression) gives better obstacle climb and flotation capacity while moving in **reverse**.

Alignment

It is required to align the tracks when the vehicle is placed on the ground. Before the measurements, move the vehicle forwards on a distance of approximately 3 meters. Use a tape for the following measurements.

Measure A: Measure the distance which separates the external plastic wheels of the front axle on the front track systems. See Figures 11 and 12.

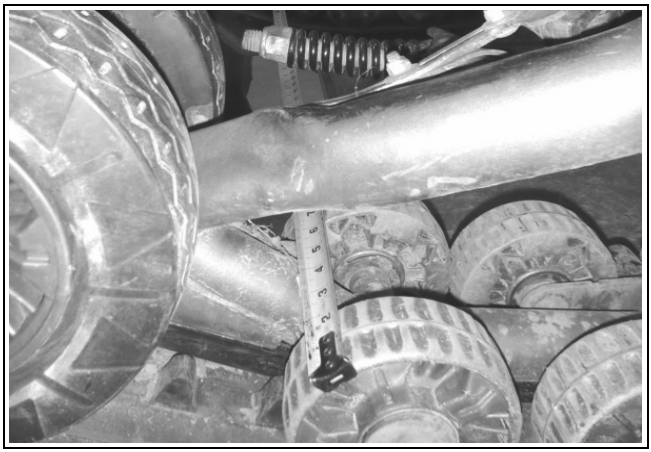


Figure 11 (Distance between the front plastic wheels)

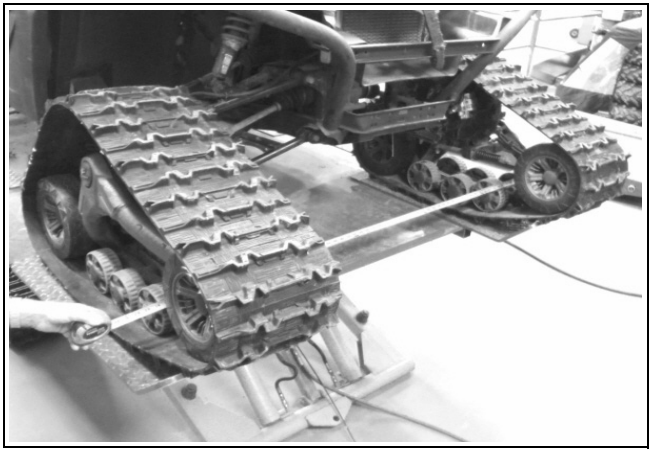


Figure 12 (Distance between the front plastic wheels)

Measure B: Measure the distance which separates the external plastic wheels of the rear axle on the front track systems. See Figures 13 and 14.

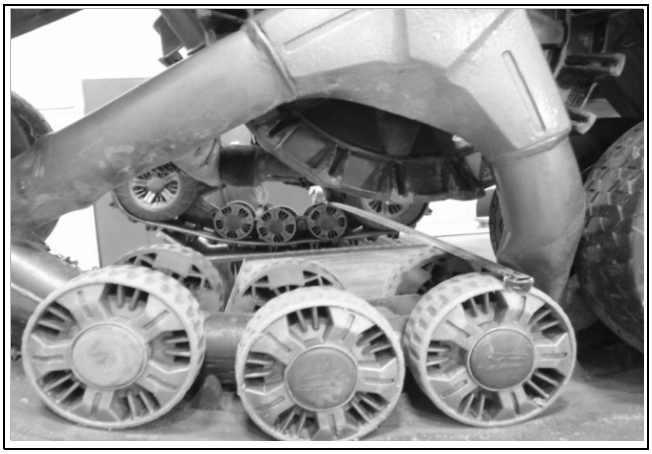


Figure 13 (Distance between the rear plastic wheels)

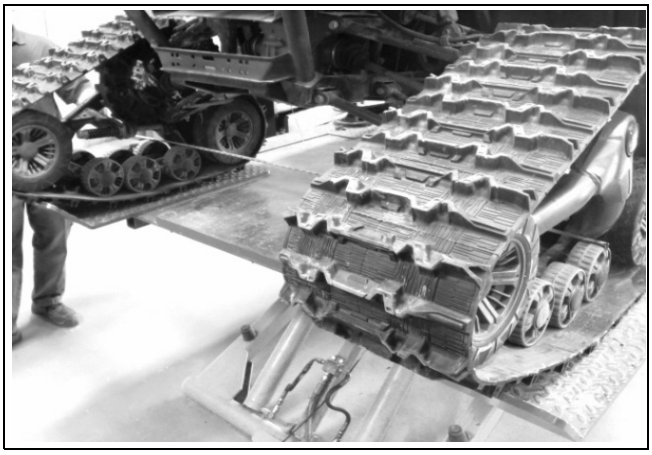


Figure 14 (Distance between the rear plastic wheels)

The distance between the outside wheels of the front axle (Measure A) and the rear axle (Measure B) should be equal.

Measure A - Measure B = 0 ± 3mm

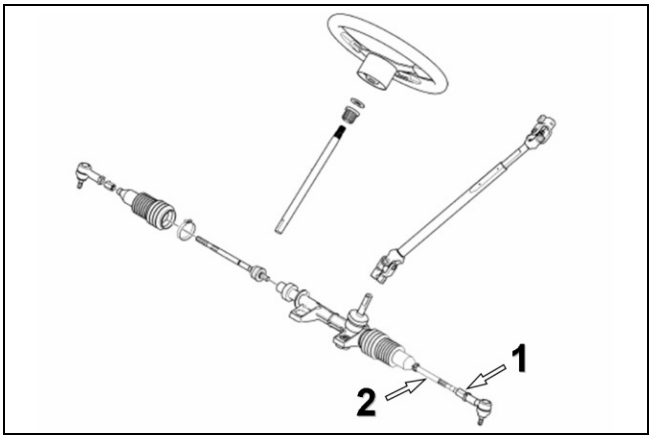


Figure 15 (Steering Mechanism)

NOTE: Everytime you verify the measurements, move the vehicle back and forth on a distance of approximately 3 meters.

Method of ajustment

To adjust the UTV, first unscrew the nut (1) of the coupling rod of the vehicle's direction system (2), screw or unscrew the coupling rod of an equal number of revolutions on the both sides of the vehicle. See figure 15.

NOTE: During the unscrewing of the nut (1) of each coupling rod of the vehicle's direction system (2), remember that certain nuts have reversed thread. Make sure to unlock the nut in the proper rotational direction.

Rubber track tension

Adjust the tension the rubber track by turning the adjusting nuts of the track tensioner. Adjust track tension.

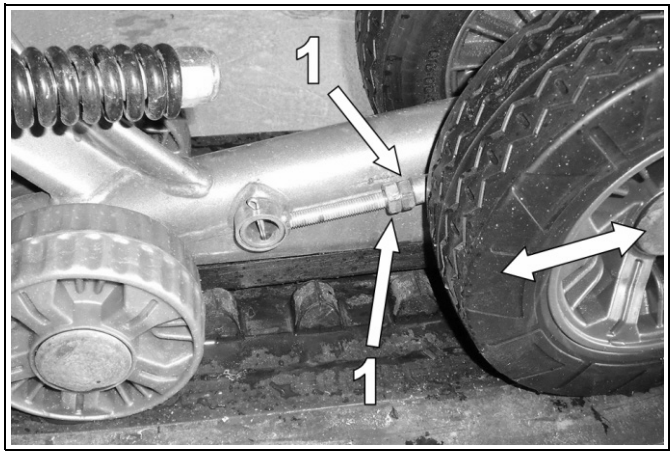


Figure 16

NOTE: The two nuts are screwed on against the other to clamp the tension adjustment. Free the two nuts on against the other and then loosen the track adjustment.

The tool 1, used on the figure 17, can be bought in the majority of car parts stores. The brand is Gates Corporation and the part number is 7401-0076.

The following table indicates the force (1) applied and the deflection (2) which must occur according to the conditions of use.

Season	Track	Force	Deflection
Summer	Front	15 kg	19 mm
	Rear	15 kg	19 mm
Winter (snow)	Front	11 kg	19 mm
	Rear	11 kg	19 mm

Figure 17

Basic tuning

- A higher rubber track tension reduces the risk of “detracking” and reduces drive “ratcheting” (for severe use only).
- A lower rubber track tension provides better performance, better rolling and better fuel economy (recreational use).

Final check

Ride at slow speed on a distance of about 1.5 km. Evaluate track system performance and re-adjust as required.

INSTALLATION OF A RUBBER TRACK

If possible, position the vehicle on a flat and level surface (or on a suitable lift device). Turn off the engine.

Proceed as follows :

- Set rubber track tension to the minimum (refer to Figure 18).

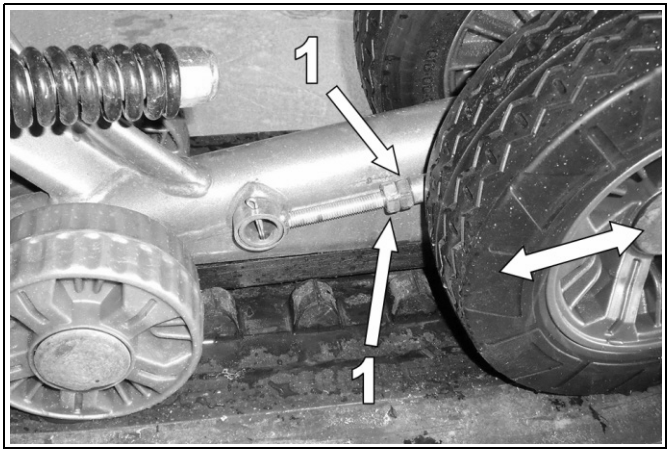


Figure 18

- Remove the two 255 mm wheels opposite to the track tensioner side (refer to Figure 19).

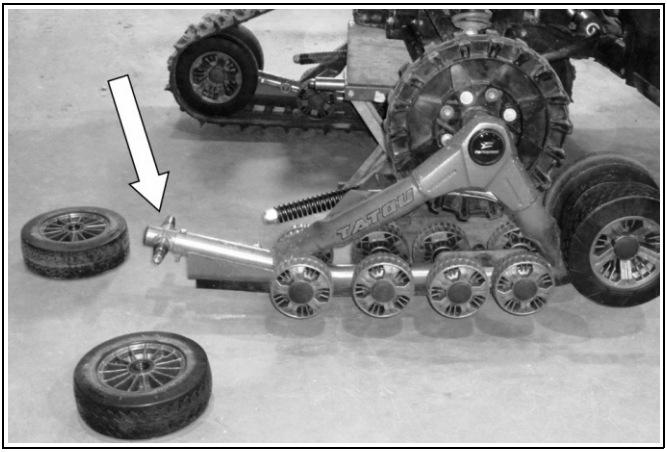


Figure 19

- Install the rubber track

  NOTE: Compare with the other rubber tracks to find the correct orientation.

- Re-install 255 mm wheels.

- Adjust track tension. Refer to ‘‘Rubber track tension’’ on page 28.

BREAK-IN PERIOD

A break-in period is necessary in order to allow the components of the system to match themselves to each others.

During the break-in period (4 hours or 80 kilometers), follow these recommendations :

- Avoid running under dry and clean conditions. (For example: asphalts, hay or straw field, etc).
- Start sharp turns at very low speed: (15 km/h maximum at speedometer).

Break in period	Speed	Commentaries
Installation	N/A	Verify the tension of the tracks, readjust if needed. Verify the vehicle alignment
1 hour	30 km/h maximum on the speedometer	Verify the adjustments and the alignment of your vehicle as stipulated in section " adjustments " of your user manual.
1 hour	50 km/h maximum on the speedometer	Verify the adjustments and the alignment of your vehicle as stipulated in section " adjustments " of your user manual.
1 hour	70 km/h maximum on the speedometer	Verify the adjustments and the alignment of your vehicle as stipulated at section " adjustments " of your user manual. Make sure that the components don't have premature wear

A **GOOD** break-in period must be done in a lubricated environment such as water, mud, snow, soft soil, sand, dust, etc.

A **BAD** break-in period can generate smoke, odors of burned rubber as well as plastic deposits on the sprocket and/or the frame.

REPLACEMENT OF A WHEEL WITH EXTRACTOR

⚠ WARNING

Do not use air tools to remove the wheels.

Use Tatou extractor # 2000-00-1050 (article 1, figure 20), and the following procedure to make the replacement:

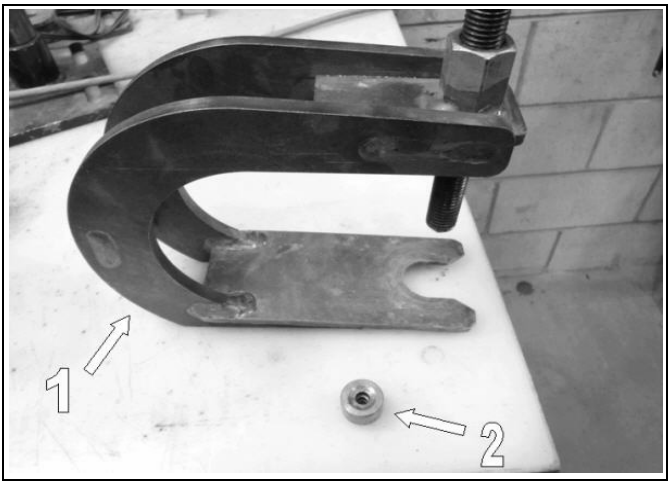


Figure 20

- Remove the rubber cap of the wheel. If the wheel is retaining by a bolt, unscrew it and remove the wheel.
- If there is no bolt, use the alignment sleeve (article 2, figure 20) to locate the extractor.

- Place the extractor under the wheel as shown on figure 21
- Then screw the threaded rod to remove the wheel..

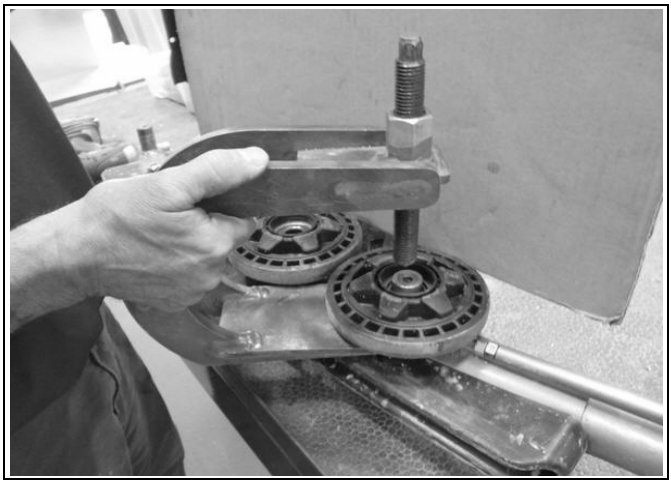


Figure 21

- Insert the new wheel on the shaft until it reaches the shoulder.

MAINTENANCE SCHEDULE

⚠ WARNING

Do not insert hands nor feet into or near the system unless the engine is off, and the vehicle is stopped with the security brake engaged.

For optimum performance and maximum durability, please refer to the following maintenance grid :

NOTE: Phillips screwdriver.

Element to check and maintain	Frequency Break-in period	After break-in Winter condition	 Abrasive 4 saisons condition
General: Bolt torque	1 hour	20 hours	20 hours
General: Vehicle alignment	N/A	20 hours	20 hours
General: Visual inspection	Before riding	Before riding	Before riding
Track: Tension	1 hour 4 hours	20 hours	20 hours
Track: Wear	N/A	Once per year	Once per year
Wheels: Lateral wear (see following picture)	N/A	Once per year	20 hours
Wheels: Bearings	N/A	Once per year	20 hours
Frame: Track guide wear (see following picture)	N/A	Once per year	20 hours
Frame: Main hub bearing	N/A	Once per year	50 hours
Frame: Stabilizer (tandem)	N/A	Once per year	50 hours
Frame: Cracks & Inspection	N/A	Once per year	Once per year
Anti-rotation: Adjustment / Bolt torque	1 heure 4 hours	20 hours	20 hours
Anti-rotation: Cracks and deformation	Before riding	Before riding	Before riding
Sprocket: Wear	N/A	Once per year	50 hours

Do not use a brake cleaning solvent to clean the track system. This may damage sealing components and stickers.

TORQUE TABLE

Bolt	N-m
M8 - 8.8	25
M10 - 8.8	50
M10 - 10.9	70
M12 - 10.9	125

STORAGE

The best way to store the System is to lay down each frame on its side, away from direct sunlight.

WEAR

Wheel

Verify the wear of the wheels especially on the interior guidance strip (figure 22). The wheel must be replaced if the inner surface (article 1, figure 22) is perforated or when the thickness of the wheel rolling band reaches a thickness of 45 mm. A wheel that is excessively worn will not offer enough support for the track's guidance.

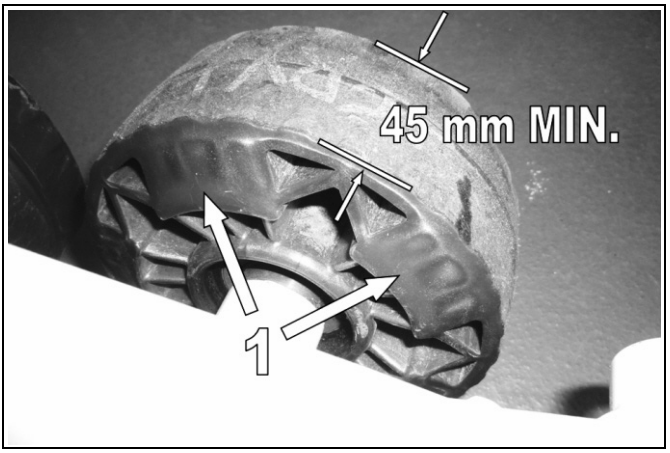


Figure 22

Track Guide

Verify the wear of the track guide by measuring the width of the guide. If dimensions of the guide illustrated in figure 23 are lower than 5 mm, at any place, replace the part. If the guidance strip is worn so that the concave shape is no longer visible, replace the part. An overly worn track guide could prematurely wear the other components of guidance of the system.

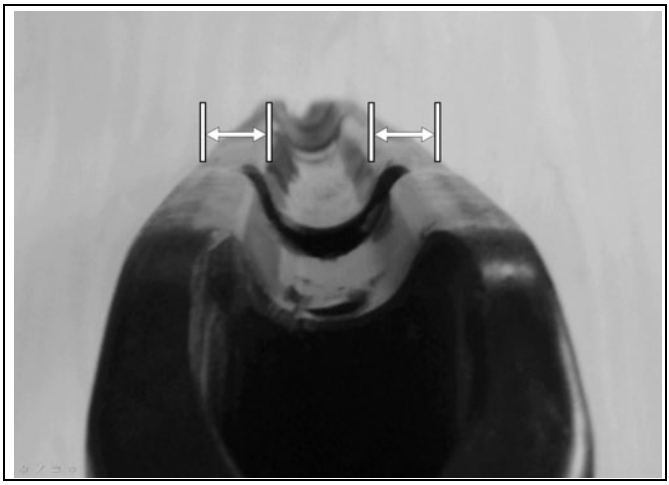


Figure 23

Track

Verify the wear of the track by inspecting the rolling path, the driving lug, the profile and the internal and external condition of the track's carcass. Make sure that the track's internal structure are not visible at cuts or worn area. Too much wear could cause damage to the wheels and to the track's guide.

Sprocket

Check the wear of the sprocket by measuring the part as illustrated on figure 24. Replace the part when dimensions are lower than 19 mm. An excessive wear could lower the efficiency of the drive of the track and reduce the system's performance.

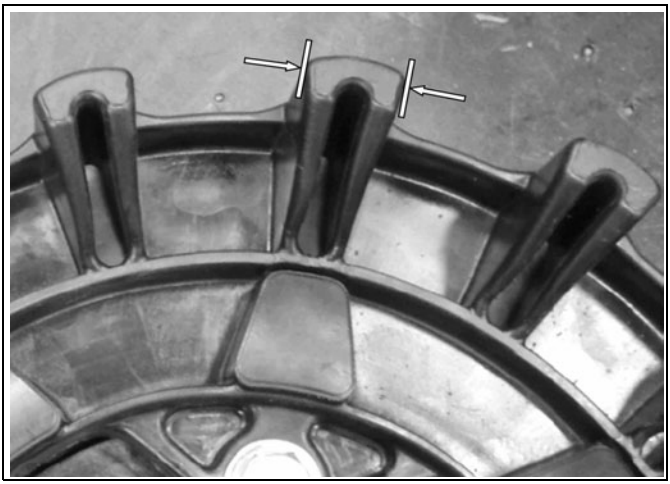


Figure 24

Anti-rotation

Verify the wear of anti-rotation system, mainly at the ball joint (figure 25) to make sure that it is not seized or extremely loose. Ball joint damage could harm the performance of the track system.

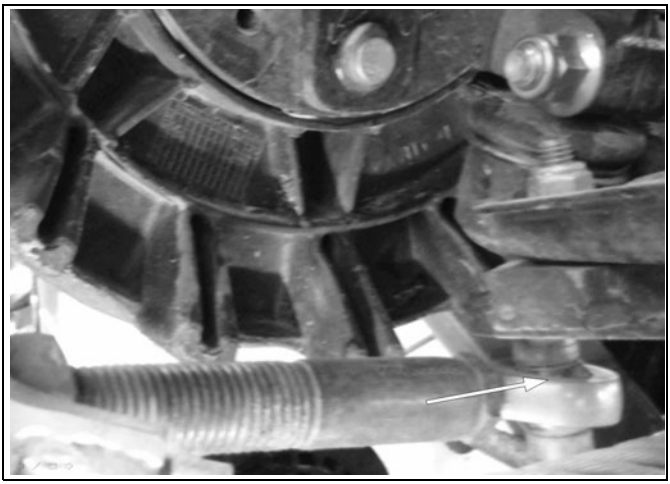


Figure 25

WARRANTY

Camoplast guarantees that the new, unused **Tatou® UTV 4S** System (System) installed by an authorized dealer or distributor is free from any defects in materials and workmanship during the period and in conditions described below. When operating a new **Tatou® UTV 4S** System, the user agrees that the present form is applicable and exclusive, that they have been signified and that they have been accepted by him/her at the time of purchase.

The UTV **Tatou® UTV 4S** track system is covered by a manufacturer warranty (warranty). The warranty covers manufacturing defects related with materials and workmanship. The installation and maintenance of the System is always the responsibility of the owner.

PERIOD OF COVERAGE

The warranty is valid for a period of twelve (12) months following the date of purchase. This warranty does not apply to normal maintenance.

The warranty applies exclusively to parts and components of the track system. All paint defects on the System (frames and components) are not covered.

The warranty is not valid if the System is not installed by an authorized Camoplast network dealer or distributor.

This warranty specifically excludes any damage or breakage to the UTV and related defects on the UTV, whether or not these were caused or believed to be caused by the System.

The manufacturer is not responsible for damages, injuries or loss caused at the time of or after installing of the System on the vehicle.

For a warranty to be valid, the System owner must comply with manufacturer notices and warnings. In addition, all claims must be accompanied by a proof of purchase (original receipt or sale contract) and work or repairs must be performed by an authorized Camoplast dealer. All claims not previously approved and authorized by Camoplast will be rejected.

The following situations and items are not under any circumstances covered by the warranty :

1) Any and all consequential damages, including, but not limited to, indirect costs, such as towing, storage, phone calls, renting, transportation, inconveniences, insurance coverage, reimbursement of loss, loss of time and loss of revenue, etc.

2) Damage resulting from faulty installation.

3) Damage resulting from normal parts wear or progressive deterioration owing to the distance covered with a vehicle on which the System is installed.

4) Damage resulting in non-compliance with the user manual and with maintenance instructions recommended in the user's manual and other technical documents.

5) Damage resulting in abusive use, abnormal use, negligence or even a use which does not comply with recommendations of the manual, excess weight or loading, including excessive number of passengers.

6) Labour costs, parts and materials related any and all maintenance costs.

7) Damage resulting from faulty repairs, improper maintenance or any unauthorized changes made to the System other than those specified by the manufacturer or from the installation of non-original or unauthorized parts that were not produced or approved by Camoplast.

8) Damage resulting from an accident, incident, robbery, vandalism, war or unforeseen event or act of God.

9) Regardless of cause, damage resulting from inexperience, driving errors, accident or other incident.

10) The use of the System on a vehicle used for public rental, including by a previous owner, will render this warranty null and void.

11) The use of the System in races, rallies or other competitive events/activities of this type, at any time, including from a previous owner or in conditions that do not comply with those described by the manufacturer will render the warranty null and void.

Any repaired or replaced components or parts are guaranteed only to the extent of the original warranty. in other words: if a warranted part was replaced after five (5) months, the new replacement part will only be guaranteed for seven (7) months, for a total of twelve (12) months. In no event shall the warranty extend beyond a total of twelve (12) months from the date of original System purchase.

In all cases, the warranty is limited to a maximum of the original purchase price or the fair market value of the System. Camoplast will have final authority in determining the fair market value of a used System. The warranty is applicable within the limits and conditions initially provided for in if the System is determined to be unusable due to accident or improper repair, the warranty will be considered null and void without further recourse available to the System owner.

The manufacturer, the retailer and / or the repair shop shall not be held responsible for any delays caused by material, parts or components availability or backorder.

*Shipping and handling costs, as well as any fees related with shipping or transportation of the System to the dealer location are the responsibility of the System owner.

Camoplast reserves its sole and exclusive right to update or modify this warranty without impact on end users. All previous terms and conditions of the warranty at time of purchase will be respected.

TROUBLESHOOTING

TROUBLE SHOOTING		
Problem	**Potential cause**	**Correction to do**
Abnormal vibration	Presence of debris in the system.	Remove any debris which could prevent the proper operation of the system
	Severe and localized wear of a wheel (flat spot)	Replace the part
	Sprocket or wheel frozen	Remove the ice/snow build up. Storing the vehicle at temperature superior to 0 °C to might be required
	Beginning of detracking	Make sure that the track is well guided by the wheels and the track guide. Realign the system if it's needed.
	The presence of dirt on the ATV during the installation of the system could cause a bad seating of mating surfaces of the hubs of the ATV and the track system.	Remove the system and clean the contact surfaces between the hubs.
	Hub or wheel bearing damaged	Replace the damaged bearing
	Hub of the ATV or of the track system deformed following an impact or an abusive use	Remplace the deformed part
Unstable behavior	Bad ajustement of the attack angle of the track system.	Adjust the attack angle according to the specifications of the manufacturer. (Refer to the "ajustment" section of the manual)
	Track tension too high	Adjust of the track tension. (Refer to the "ajustment" section of the manual)
Overheat of the guidance components of the system (burned rubber odor)	Wrong alignment of the system	Correct the system alignment (Refer to the "ajustment" section of the manual)
	Wheel blocked	Try to free the wheel and replace if necessary
	Constant turn	Vary your turning radius and seek for areas which can lubricate the system
	Uninterrupted Use of the system in paths with ruts	Vary your line (out ot he ruts) and seek zones which can lubricate the system
Loss of power	Track tension too high	Clean the sprocket of mud, snows or any contaminants build up.
		Remove ice/snow build up on wheels
		Clear frame and wheels of compacted snow.
	Infiltration of snow in the air intake system of the ATV.	Remove snow and immediately contact the dealer to fix the situation.
Partial or total detracking	Severe wear of one or several components	Verify track guide and wheels wear.
	Track tension too low	Adjust the track tension. (Refer to the "ajustment" section of the manual)
	Wrong alignment of the track system and/or of the attack angle.	Adjust the attack angle and alignment according to the specifications of the manufacturer. (Refer to the "ajustment" section of the manual)
Insufficient snow flotation	Wrong ajustment of the anti-rotation	Adjust the attack angle according to the specifications of the manufacturer. (Refer to the "ajustment" section of the manual)

SERIAL NUMBER LOCATION

The following pictures show the location of the serial numbers on the track system frame and rubber track.

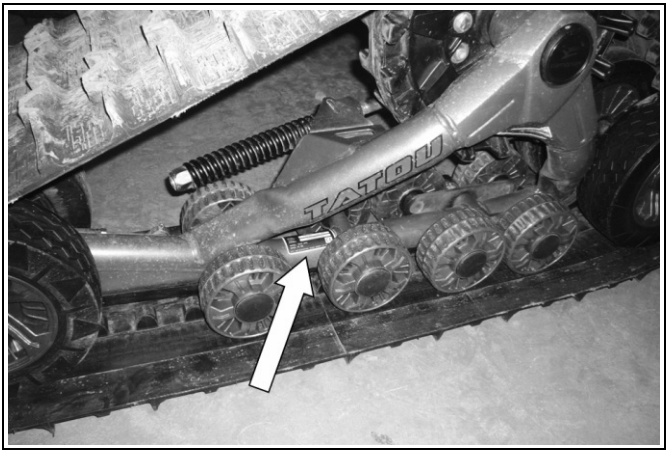


Figure 26

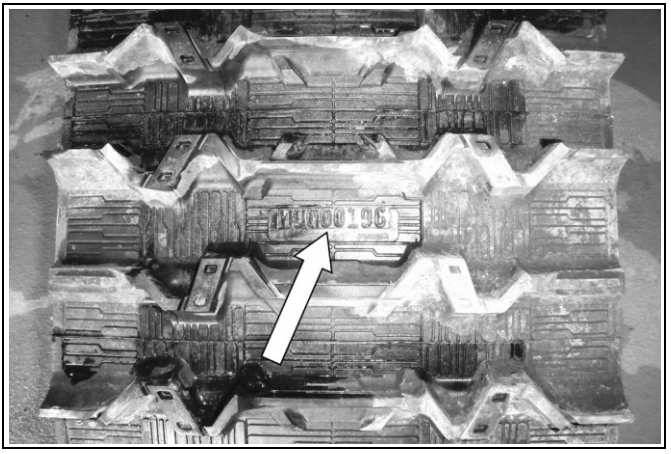


Figure 27

TECHNICAL SUPPORT

If your dealer or distributor is unable to solve a problem related with the System, you may contact the Camoplast support team from Monday to Friday.

Camoplast Inc.

1701, 3rd Avenue
Grand-Mère, (Québec) J1X 0E6 CANADA

E-maill : atvtracksystems@camoplast.com
Website : www.camoplast.com

“CE” DECLARATION OF CONFORMITY

CE DECLARATION OF CONFORMITY

WE:

MANUFACTURER : **CAMOPLAST INC.**
ADRESS : 1701, 3 IÈME AVENUE
Grand-Mère (Québec) Canada
G9T 2W6

PHONE : (819) 533-0008
FAX : (819) 533-5532
WEB SITE : www.camoplast.com

HEREBY SOLE RESPONSABILITY THE CONFORMITY OF THE PRODUCT SERIES

PRODUCT : ATV Tracks Systems
COSTUMER :

WITH THE FOLLOWING STANDARDS

NUMBER :	TITLE:	DATE :
-EN 62079	Preparation of Instruction	2001
-EN 12100-1 & -2	Safety of Machinery	1996
-EN 17050-1 & -2	Conformity Assessment	2005

AND IN CONFORMITY WITH THOSE EC DIRECTIVES:

NUMBER :	TITLE:	DATE :
2006/42/EEC	Safety of machinery directives	2006

DONE AT: Grand-Mère (Québec) Canada

RESPONSABLE NAME:_____

TITLE :_____

DATE :_____ SIGNATURE :_____

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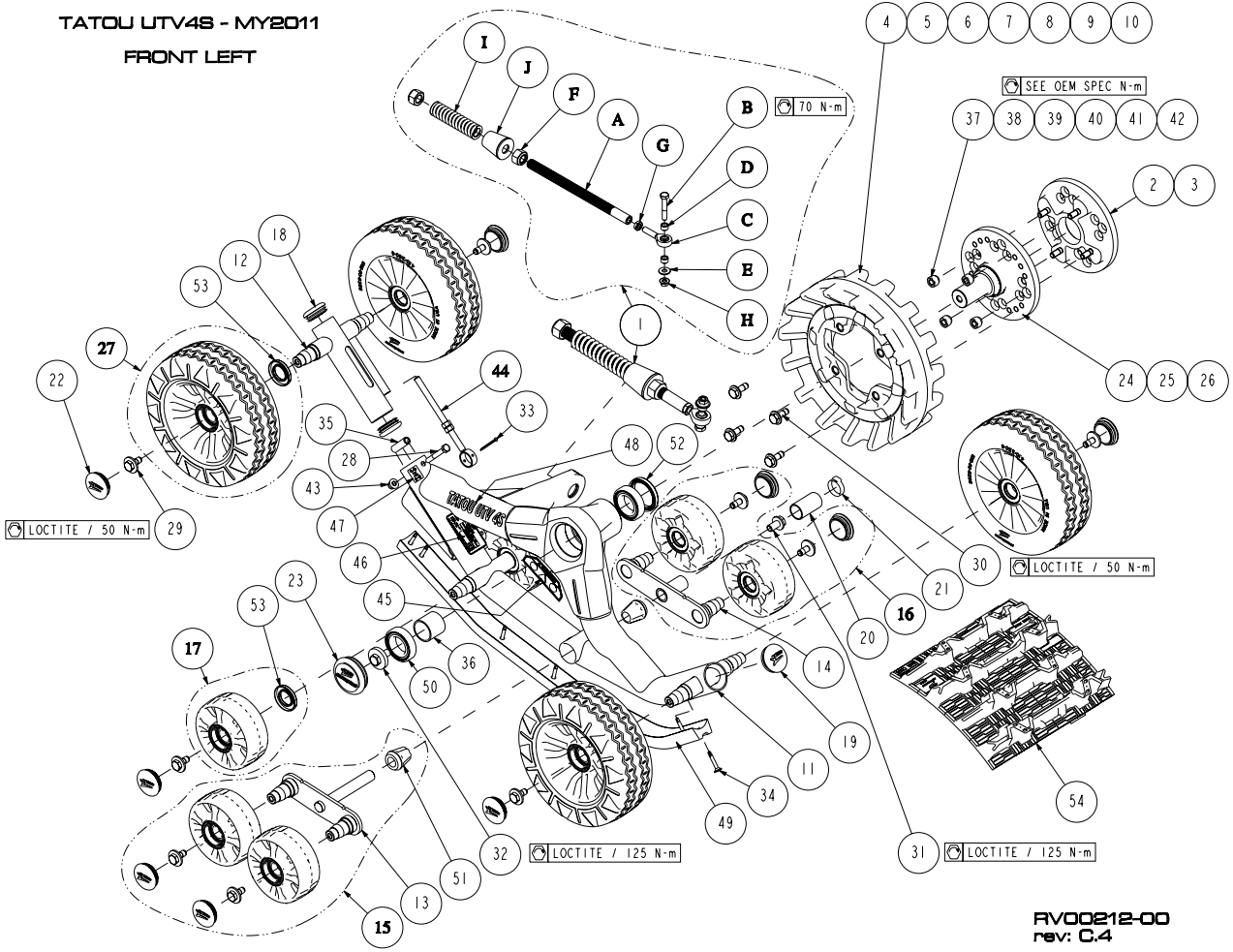
TATOU UTV48 - MY2011

FRONT LEFT

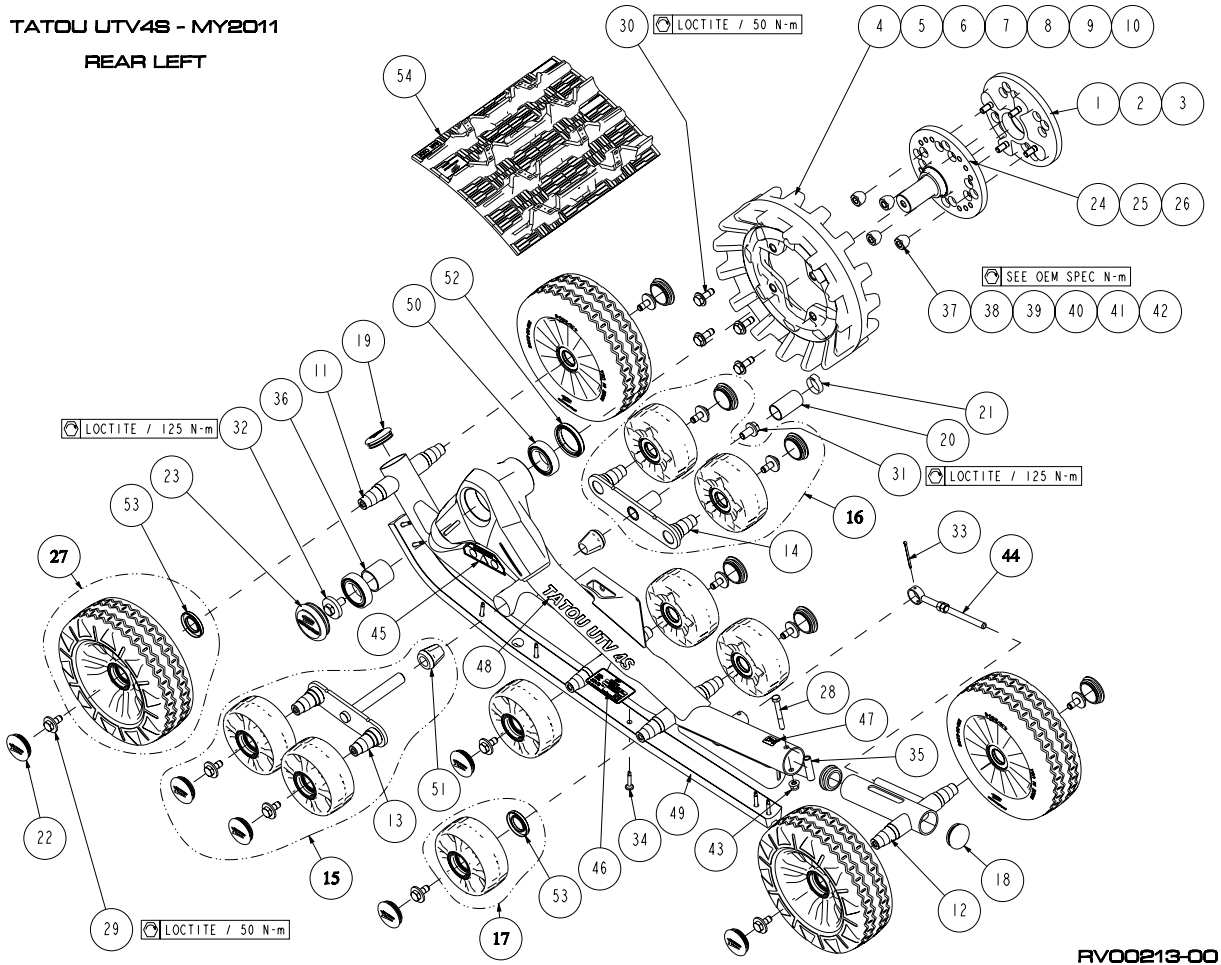


RV00212-00
rev: C.4

Item #	Part #	Description	QTY
		TATOU UTV4S - MY2011 **FRONT LEFT & RIGHT**	
1	1001-00-7005	STABILIZING ROD ASS'Y, 370 LBS/IN	1
2	1008-77-0010	MULTI HUB SPACER 1-1/8" ASS'Y (METRIC)	1
3	1008-77-0020	MULTI HUB SPACER 2" ASS'Y (METRIC)	1
4	1009-00-7115	INJ SPROCKET, 15 TEETH	1
5	1009-00-7116	INJ SPROCKET, 16 TEETH	1
6	1009-00-7117	INJ SPROCKET, 17 TEETH	1
7	1009-00-7118	INJ SPROCKET, 18 TEETH	1
8	1009-08-7116	SPROCKET, 16 TEETH, 5 BOLTS PATTERN	1
9	1009-08-7117	SPROCKET, 17 TEETH, 5 BOLTS PATTERN	1
10	1009-08-7118	SPROCKET, 18 TEETH, 5 BOLTS PATTERN	1
11-A	1010-00-802X	RH FRONT FRAME - TATOU UTV 4S	1
11-B	1011-00-802X	LH FRONT FRAME - TATOU UTV 4S	1
12	1014-00-802X	TENSIONNER - TATOU UTV 4S	1
13	1015-00-8000	WIDE WHEEL STABILIZER, SHORT	1
14	1015-00-8001	WIDE WHEEL STABILIZER, LONG	1
15	1015-00-8010	WIDE WHEEL STABILIZER, SHORT / WHEELS ASS'Y	1
16	1015-00-8021	WIDE WHEEL STABILIZER, LONG / WHEELS ASS'Y	1
17	1016-00-4132	132mm x 50mm WHEEL ASS'Y	6
18	1017-00-0001	2 LIPS CAP, 1-3/4" O.D. TUBE	2
19	1017-00-0010	2 LIPS CAP, 2" O.D. TUBE (LDPE)	1
20	1017-00-0011	DUST CAP, STABILIZER	1
21	1017-00-0030	RETAINER, DUST CAP	1
22	1017-00-0110	2 LIPS CAP, 2" O.D. TUBE (ESPRENE)	10
23	1017-00-7011	HUB CAP (HOT STAMPED) ASS'Y	1
24	1019-05-0010	POLARIS HUB (METRIC), ASS'Y	1
25	1019-08-0002	5 BOLTS PATERN HUB ASS'Y (METRIC)	1
26	1019-77-0031	UTV MULTI-MODEL HUB (METRIC) ASS'Y	1
27	1024-00-1255	WHEEL (4.10/3.50-6) ASSY	4
28	1033-08-0060	HEX SCR ,DIN 931, 8.8, YZN / M8x1.25x60	1
29	1033-10-2026	HEX SCR W/WASH 30x3, 8.8, YZN, TL 9S-1026 / M10x1.5x25	10
30	1033-10-2030	HEX SCR W/WASH 25x2, 8.8, YZN, TL 9S-1026 / M10x1.5x30	4
31	1033-12-7025	HEX SCR W/ WASH 25x3, 10.9, YZN / M12x1.75x25	1
32	1033-12-7030	HEX SCR W/ WASH 40x7, 10.9, YZN / M12x1.75x30	1
33	1042-00-0001	COTTER PIN, 1/8" x 1-3/4'	1
34	1049-00-0007	SELF TAPPING SCREW, YZN / #12-24x1.5"	7
35	1051-00-0015	TENSIONNER BUSHING	1
36	1051-00-0037	INTERNAL SPACER	1
37	1071-00-0001	HEX NUT M10-1.25 TAPER, 8, YZN	VAR
38	1071-00-0006	HEX NUT M12-1.25 TAPER, 8, YZN	VAR
39	1071-00-0009	HEX NUT M12-1.5 TAPER, 8, YZN	VAR
40	1071-00-0012	HEX NUT M12-1.25 TAPER, 8, YZN	VAR
41	1072-00-0002	FLANGE LOCKNUT 3/8-24	VAR
42	1072-10-3001	HEX FLANGE SERRATED NUT, 8, YZN / M10x1.25	VAR
43	1074-08-0001	HEX FLANGE NYLON INSERT, 8, YZN / M8x1.25	1
44	1082-00-7050	TENSIONNER ROD / HEX NUT ASS'Y	1
45	1083-00-8002	STICKER - WARNING	1
46	-	STICKER - SERIAL NUMBER TATOU UTV 4S	1
47-A	1083-00-8100	STICKER - FRONT LEFT PICTOGRAM	1
47-B	1083-00-8110	STICKER - FRONT RIGHT PICTOGRAM	1
48	1083-00-8200	STICKER - TATOU 4S DECAL	1
49	1085-00-8000	TRACK GUIDE FRONT- TATOU UTV4S	1
50	1090-00-0001	6007 DU2 BALL BEARING, SEALED	2
51	1093-00-7000	RUBBER CONE, STABILIZER	2
52	1093-00-7002	SHAFT SEAL 50 x 62 x 10 TC	1
53	-	SHAFT SEAL 28 x 48 x 6 TC	10
54	1093-00-8000	TRACK 12.5" x 98.57" x 1.000" (9131S)	1
A	1000-00-7002	THREADED ROD, STABILIZING ROD	1
B	1033-10-1060	HEX SCR , ISO 4014 (DIN 931), 10.9, YZN / M10x1.5x60	1
C	1047-00-7010	ROD END, STABILIZING ROD	1
D	1050-00-0013	ROD END SPACER	2
E	1060-00-0004	WASHER 3/8" GRADE 8 YELLOW ZINC PLATED	1
F	1071-20-0001	HEX NYLON INSERT, ISO 7040 (DIN 982), 8 , YZN / M20x2.5	2
G	1073-12-3002	HEX THIN NUT, ISO 4035 (DIN 439), 8, YZN / M12x1.25	1
H	1074-10-0001	HEX FLANGE NYLON INSERT, ISO 4161 (DIN 6923),8,YZN / M10x1.5	1
I	1080-00-0004	370 LBS/IN COMPRESSION SPRING	1
J	1093-00-7007	RUBBER DAMPER	1
		2010-06-17 / rev C	

TATOU UTV4S - MY2011

REAR LEFT

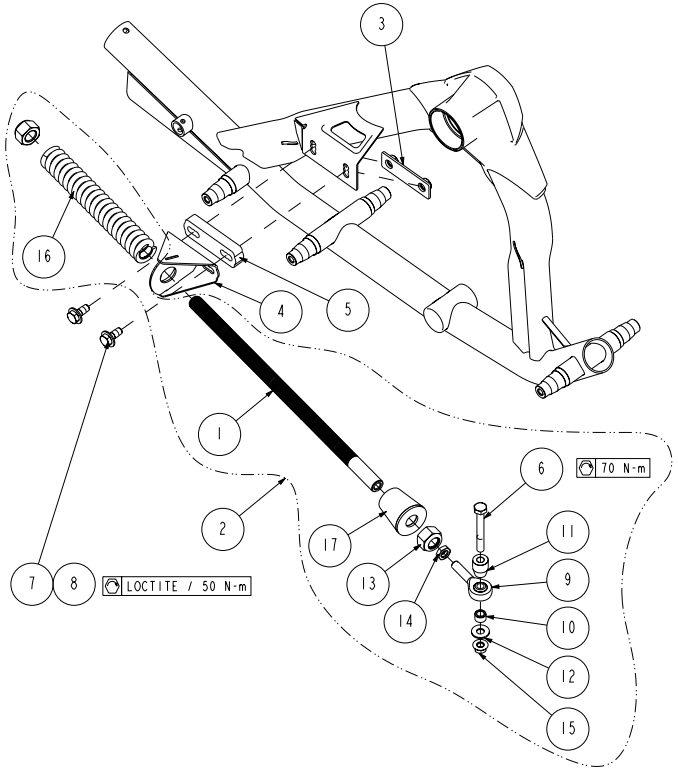


RV00213-00
rev: C.4

Item #	Part #	Description	QTY
		TATOU UTV4S - MY2011 **REAR LEFT & RIGHT**	
1	1008-77-0010	MULTI HUB SPACER 1-1/8" ASS'Y (METRIC)	1
2	1008-77-0020	MULTI HUB SPACER 2" ASS'Y (METRIC)	1
3	1008-77-0040	MULTI HUB SPACER 4" ASS'Y (METRIC)	1
4	1009-00-7115	INJ SPROCKET, 15 TEETH	1
5	1009-00-7116	INJ SPROCKET, 16 TEETH	1
6	1009-00-7117	INJ SPROCKET, 17 TEETH	1
7	1009-00-7118	INJ SPROCKET, 18 TEETH	1
8	1009-08-7116	SPROCKET, 16 TEETH, 5 BOLTS PATTERN	1
9	1009-08-7117	SPROCKET, 17 TEETH, 5 BOLTS PATTERN	1
10	1009-08-7118	SPROCKET, 18 TEETH, 5 BOLTS PATTERN	1
11-A	1012-00-802X	RH REAR FRAME - TATOU UTV 4S	1
11-B	1013-00-802X	LH REAR FRAME - TATOU UTV 4S	1
12	1014-00-802X	TENSIONNER - TATOU UTV 4S	1
13	1015-00-8000	WIDE WHEEL STABILIZER, SHORT	1
14	1015-00-8001	WIDE WHEEL STABILIZER, LONG	1
15	1015-00-8010	WIDE WHEEL STABILIZER, SHORT / WHEELS ASS'Y	1
16	1015-00-8021	WIDE WHEEL STABILIZER, LONG / WHEELS ASS'Y	1
17	1016-00-4132	132mm x 50mm WHEEL ASS'Y	8
18	1017-00-0001	2 LIPS CAP, 1-3/4" O.D. TUBE	2
19	1017-00-0010	2 LIPS CAP, 2" O.D. TUBE (LDPE)	1
20	1017-00-0011	DUST CAP, STABILIZER	1
21	1017-00-0030	RETAINER, DUST CAP	1
22	1017-00-0110	2 LIPS CAP, 2" O.D. TUBE (ESPRENE)	12
23	1017-00-7011	HUB CAP (HOT STAMPED) ASS'Y	1
24	1019-05-0010	POLARIS HUB (METRIC), ASS'Y	1
25	1019-08-0002	5 BOLTS PATERN HUB ASS'Y (METRIC)	1
26	1019-77-0031	UTV MULTI-MODEL HUB (METRIC) ASS'Y	1
27	1024-00-1255	WHEEL (4.10/3.50-6) ASSY	4
28	1033-08-0060	HEX SCR ,DIN 931, 8.8, YZN / M8x1.25x60	1
29	1033-10-2026	HEX SCR W/WASH 30x3, 8.8, YZN, TL 9S-1026 / M10x1.5x25	12
30	1033-10-2030	HEX SCR W/WASH 25x2, 8.8, YZN, TL 9S-1026 / M10x1.5x30	4
31	1033-12-7025	HEX SCR W/ WASH 25x3, 10.9, YZN / M12x1.75x25	1
32	1033-12-7030	HEX SCR W/ WASH 40x7, 10.9, YZN / M12x1.75x30	1
33	1042-00-0001	COTTER PIN, 1/8" x 1-3/4"	1
34	1049-00-0007	SELF TAPPING SCREW, YZN / #12-24x1.5"	7
35	1051-00-0015	TENSIONNER BUSHING	1
36	1051-00-0037	INTERNAL SPACER	1
37	1071-00-0001	HEX NUT M10-1.25 TAPER, 8, YZN	VAR
38	1071-00-0006	HEX NUT M12-1.25 TAPER, 8, YZN	VAR
39	1071-00-0009	HEX NUT M12-1.5 TAPER, 8, YZN	VAR
40	1071-00-0012	HEX NUT M12-1.25 TAPER, 8, YZN	VAR
41	1072-00-0002	FLANGE LOCKNUT 3/8-24	VAR
42	1072-10-3001	HEX FLANGE SERRATED NUT, 8, YZN / M10x1.25	VAR
43	1074-08-0001	HEX FLANGE NYLON INSERT, 8, YZN / M8x1.25	1
44	1082-00-7050	TENSIONNER ROD / HEX NUT ASS'Y	1
45	1083-00-8002	STICKER - WARNING	1
46	-	STICKER - SERIAL NUMBER TATOU UTV 4S	1
47-A	1083-00-8120	STICKER - REAR LEFT PICTOGRAM	1
47-B	1083-00-8130	STICKER - REAR RIGHT PICTOGRAM	1
48	1083-00-8200	STICKER - TATOU 4S DECAL	1
49	1085-00-8001	TRACK GUIDE REAR - TATOU UTV 4S	1
50	1090-00-0001	6007 DU2 BALL BEARING, SEALED	2
51	1093-00-7000	RUBBER CONE, STABILIZER	2
52	1093-00-7002	SHAFT SEAL 50 x 62 x 10 TC	1
53	-	SHAFT SEAL 28 x 48 x 6 TC	12
54	1093-00-8001	TRACK 13.5" x 116.7" x 1.000" (9132S)	1
		2010-06-17 / rev C	

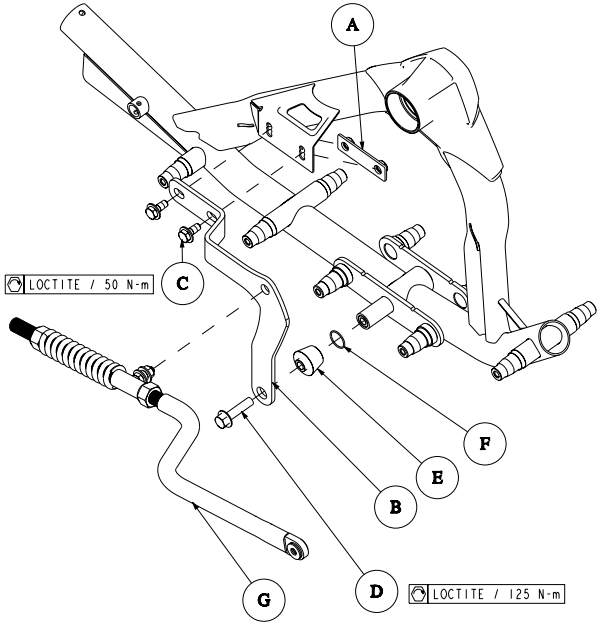
TATOU UTV4S - MY2011

INDEPENDENT SUSPENSION [IS] OPTION



TATOU UTV4S - MY2011

RIGID AXLE SUSPENSION [RS] OPTION



RV00213-00
rev: C.4

Item #	Part #	Description	QTY
		TATOU UTV4S - MY2011 **INDEPENDENT SUSPENSION (IS) OPTION**	
1	1000-00-8002	THREADED ROD, LONG	1
2	1001-00-8005	STABILIZING ROD ASS'Y, 480 LBS/IN	1
3	1015-00-7026	BACK PLATE	1
4	1015-00-8005	BRACKET ANTI-ROT, UTV (IS)	1
5	1015-05-7005	SPACER 5/8", ANTI-ROTATION BRACKET	VAR
6	1033-10-1080	HEX SCR , ISO 4014 (DIN 931), 10.9, YZN / M10x1.5x80	1
7	1033-10-2025	HEX SCR W/WASH 25x2, 8.8, YZN, TL 9S-1026 / M10x1.5x25	2
8	1033-10-2045	HEX SCR W/WASH 25x2, 8.8, YZN, TL 9S-1026 / M10x1.5x45	2
9	1047-00-7010	ROD END, STABILIZING ROD	1
10	1050-00-0013	ROD END SPACER	1
11	1050-06-0758	SPACER, ANTIROTATION	1
12	1060-00-0004	WASHER 3/8" GRADE 8 YELLOW ZINC PLATED	1
13	1071-20-0001	HEX NYLON INSERT, ISO 7040 (DIN 982), 8, YZN / M20x2.5	2
14	1073-12-3002	HEX THIN NUT, ISO 4035 (DIN 439), 8,YZN / M12x1.25	1
15	1074-10-0001	HEX FLANGE NYLON INSERT, ISO 4161 (DIN 6923), 8,YZN / M10x1.5	1
16	1080-00-0901	480 LBS/IN COMP. SPRING, LONG	1
17	1093-00-7007	RUBBER DAMPER	1
		2010-06-17 / rev C	

		TATOU UTV4S - MY2011 **RIGID AXLE SUSPENSION (RS) OPTION**	
A	1015-00-7026	BACK PLATE	1
B-1	1015-00-8004	LH, BRACKET ANTI-ROT. UTV (RS)	1
B-2	1015-00-8014	RH, BRACKET ANTI-ROT. UTV (RS)	1
C	1033-10-2025	HEX SCR W/WASH 25x2, 8.8, YZN, TL 9S-1026 / M10x1.5x25	2
D	1035-12-1050	HEX SCR FLANGE, ISO 8102, 10.9, YZN / M12x1.75x50	1
E	1050-00-8000	BUSHING, ANTI-ROTATION UTV (RS)	1
F	1093-00-0020	O-RING, 26 x 29 x 1.5	1
G	VAR	REFER TO INSTALLATION GUIDE LINES DOCUMENTATION	1
		2010-06-17 / rev C	